

What is claimed is:

1. A power transmission apparatus for an engine of a vehicle which includes a starting clutch for smoothly connecting rotation of a crankshaft to a transmission upon starting of said vehicle, a hydrostatic continuously variable transmission for performing speed change depending upon a capacity difference between a swash plate hydraulic pump and a swash plate hydraulic motor to transmit rotation of said crankshaft at a reduced speed to a driving wheel, and a speed change driving member for moving a speed changing driving shaft back and forth to change an angle of the swash plate of said swash plate hydraulic motor, wherein said starting clutch is a torque converter.
2. The power transmission apparatus of claim 1, wherein said vehicle is an off-road vehicle.
3. The power transmission apparatus of claim 2, wherein said crankshaft is disposed in a longitudinal direction of said vehicle, with an axial line of a cylinder block being disposed in a substantially vertical direction, and wherein an axis of said hydrostatic continuously variable

transmission is set to a position higher than that of an axis of said crankshaft while an axis of said speed change driving shaft is disposed inside of an angle defined by a line segment passing the axis of said hydrostatic continuously variable transmission and the axis of said crankshaft and the axial line of said cylinder block.

4. An off-road vehicle, comprising:

an engine;

a starting clutch for smoothly connecting rotation of a crankshaft to a transmission upon starting of said vehicle;

a hydrostatic continuously variable transmission for performing speed change depending upon a capacity difference between a swash plate hydraulic pump and a swash plate hydraulic motor to transmit rotation of said crankshaft at a reduced speed to a driving wheel; and

a speed change driving member for moving a speed changing driving shaft back and forth to change an angle of the swash plate of said swash plate hydraulic motor; wherein said starting clutch is a torque converter.

5. The vehicle of claim 4, wherein said crankshaft is

disposed in a longitudinal direction of said vehicle, with an axial line of a cylinder block being disposed in a substantially vertical direction, and wherein an axis of said hydrostatic continuously variable transmission is set to a position higher than that of an axis of said crankshaft while an axis of said speed change driving shaft is disposed inside of an angle defined by a line segment passing the axis of said hydrostatic continuously variable transmission and the axis of said crankshaft and the axial line of said cylinder block.

6. A power transmission apparatus for an engine of a vehicle which includes a starting clutch for smoothly connecting rotation of a crankshaft to a transmission upon starting of said vehicle, a hydrostatic continuously variable transmission for performing speed change depending upon a capacity difference between a swash plate hydraulic pump and a swash plate hydraulic motor to transmit rotation of said crankshaft at a reduced speed to a driving wheel, a speed change driving member for moving a speed changing driving shaft back and forth to change an angle of the swash plate of said swash plate hydraulic motor, and a means for converting torque.

7. The power transmission apparatus of claim 6, wherein said vehicle is an off-road vehicle.

8. The power transmission apparatus of claim 6, wherein said crankshaft is disposed in a longitudinal direction of said vehicle, with an axial line of a cylinder block being disposed in a substantially vertical direction, and wherein an axis of said hydrostatic continuously variable transmission is set to a position higher than that of an axis of said crankshaft while an axis of said speed change driving shaft is disposed inside of an angle defined by a line segment passing the axis of said hydrostatic continuously variable transmission and the axis of said crankshaft and the axial line of said cylinder block.

9. The power transmission apparatus of claim 6, wherein the means for converting torque is the starting clutch.